



Berlin Withdraws Terms for Peace; Parley Continues

Failure of Entente to Respond, Teutons' Excuse to Bolsheviks

Hertling Plans to Answer Wilson

Germany's Hope of Beating America Based on U-Boat's Work

The peace situation yesterday brought these changes:
The Central Powers have withdrawn their peace terms as voiced by Count Czernin at Brest-Litovsk owing to the refusal of the Allies to consider them, von Kuehlmann informed the Russian delegates. It is now a question purely of a separate peace with Russia, the German Foreign Secretary added.

The Bolsheviks are preparing to reorganize the Russian army for the purpose of resisting invasion in case of a break with the Central Powers, according to Petrograd dispatches. Count von Hertling, the German Chancellor, will address the Main Committee of the Reichstag on Monday in reply to the war aims speeches of President Wilson and Premier Lloyd George.

Admiral von Tirpitz, foremost advocate of Germany's unrestricted submarine campaign, is reported to have declared that Germany could not surrender the Flanders coast, but the annexation of Belgium was not absolutely necessary. He predicted victory for the U-boats and for the army.
The admiral's statement tends to confirm rumors of the seriousness of the political crisis in Germany, in which Ludendorff and Hindenburg figure prominently and in which the U-boat campaign appears to be a chief point at issue.
The Berlin "Tageblatt" declares, however, that Germany is depending on her submarines to defeat the American menace and force peace. Ten million tons, it says, is the toll the U-boats will take by February 1, the end of the first year of the campaign.

Hertling to Answer Wilson in Reichstag Monday, Is Report

LONDON, Jan. 11.—It is reported in Berlin that the German Chancellor, Count von Hertling, probably will address the Reichstag Main Committee on Monday, in reply to the war aims speeches of President Wilson and Premier Lloyd George, an Exchange Telegraph dispatch from Copenhagen says.

LONDON, Jan. 11.—A dispatch to the Central News from Amsterdam says that Admiral von Tirpitz, former German Minister of Marine and the foremost advocate of Germany's submarine warfare, declared that while the Germans must keep the Flanders coast, the annexation of Belgium to Germany was not necessary and that a solution of this problem could be found.

Regarding the political situation, Admiral von Tirpitz is reported as having said that all sorts of things might be possible, but that he did not think they would go so far as an agreement on an armistice by which the operations of submarines could be paralyzed.

He would not make a statement dealing with the reported resignation of General von Ludendorff, the German first quarter-master general, but he said he refused to believe that things would be allowed to go so far as to make it impossible for von Ludendorff and Field Marshal von Hindenburg to gain a definite victory for Germany.

Kuehlmann Tells Russians Germany Withdraws Terms

AMSTERDAM, Jan. 11.—The Central Powers have withdrawn their peace terms, made public at the Brest-Litovsk conference on December 25, it was announced by Dr. von Kuehlmann, the German Foreign Secretary, in his speech at the Brest-Litovsk conference with the Russians yesterday. Owing to the non-acceptance by all the enemy powers of those terms, Dr. von Kuehlmann stated, that document had "become null and void."

Count Czernin, the Austro-Hungarian Foreign Minister, told the conference that as Russia's allies had not replied to the invitation to participate in the negotiations, it was now a question of

JEWISH national restoration in Palestine, miraculously intended by historical circumstances, is the subject of a series of eight articles by Bernard G. Richards. The first one will appear in to-morrow's SUNDAY TRIBUNE.

U. S. Planning Control Over All Securities

McAdoo to Indicate What Investments Will Aid War

WASHINGTON, Jan. 11.—Regulation of the issue of practically all private securities soon will be proposed by the government.
Legislation now is being drafted by Administration officials in cooperation with members of Congress, authorizing the Treasury to license each individual security issue, and to refuse approval to enterprises regarded as not essential to the conduct of the war. The exercise of this function would be assigned to the Federal Reserve Board or some agency created by it, which also would pass on the priority of capital needs.
As a collateral plan, formation of a government corporation to absorb any

Mitchel Is Made Major in Army Aviation Corps

Ex-Mayor Receives Commission and Will Be Sent to School for Instruction

Former Mayor John Purroy Mitchel yesterday was commissioned by the War Department as a major in the aviation section of the Signal Reserve Corps. He will soon be assigned to a "ground school" for instruction in the mechanics of airplanes, and, after passing the technical tests imposed on all candidates, he will be transferred to a "flying school" for instruction in flying. "Upon demonstrating his ability to operate a war plane in actual flight, the former Mayor will be commissioned a reserve military aviator. Should he fail to demonstrate his fitness for this position, Major Mitchel will be assigned to the non-flying section of the Signal

Baker Differs From Crozier About Guns

Estimates of Secretary and Ordnance Chief Show Wide Variance

Supply Sufficient "For Men at Front"

Shortage in the Camps Is Frankly Admitted by Cabinet Officer

By C. W. Gilbert

WASHINGTON, Jan. 11.—Just before the hearing closed today Secretary Baker placed before the Military Affairs Committee of the Senate, estimates on the prospective deliveries of Browning machine guns, which were so much larger than the estimates furnished a few days ago by General Crozier that members of the committee exclaimed at them.

The estimates had just been obtained by telephone by the Assistant Secretary of War from General Wheeler, acting chief of ordnance. They were placed in the hands of Senator Hitchcock, who had been asking Mr. Baker questions based on the belief arising from General Crozier's testimony that the Browning gun would not be available in quantity until late next fall. The new estimates were not made public, but where General Crozier saw only one-tenth of the guns contracted for would be available by August 1, General Wheeler's figures, according to Mr. Hitchcock, showed four times that many guns by that date and a production of Brownings reaching 1,000 guns a day by October.

"I think this is an impossible change in the situation," exclaimed Senator Hitchcock. Secretary Baker could give no explanation as to how the situation had changed since General Crozier had testified. And he was reminded that General Wheeler was present when General Crozier had been before the committee and had apparently been relied upon for information by General Crozier.

Details of Rosy View Demanded of Baker

Mr. Baker was asked by the committee to inquire into the matter more fully and give the committee details upon which the more rosy view of machine gun prospects was based.

Just before this Mr. Baker had been testifying on the machine gun deficiencies and had said some time would have been lost in fitting the Lewis gun factories to make weapons that would shoot American ammunition.

"But nothing like the delay that has taken place in the case of the Browning guns," asked Senator Hitchcock.
"I think that is so," replied the Secretary. That was the nearest he came to admitting that there had been any unnecessary delay in regard to machine guns. He, however, made out the delay to be less than other witnesses had told the committee it would be. He surprised the committee by saying that the Browning guns would begin to be produced in quantity in March. Senator Hitchcock said that he felt safe in saying on the basis of previous testimony that the Browning guns would not be used in quantity till 1919.

Secretary, Surprised, Would Alter Date

"Wouldn't you modify your statement that the guns would come in quantity in March," Senator Weeks asked Mr. Baker. "If you know that the manufacturers themselves have testified before this committee that they would not begin to get guns until April or May," Mr. Baker seemed surprised and said he would.

The general manager of the Colt Company had testified that his company would "begin" to have the Browning guns in April. Another manufacturer had said that there was no one out of the makers of the Lewis guns, which have had any experience with manufacturing machine guns in this country. The mystery of the sudden improvement in the machine gun situation will be cleared up when Mr. Baker takes the stand to-day.

The committee succeeded for a moment to-day in breaking in upon Mr. Baker's testimony. They seized upon his statement yesterday that "the initial rush needs of the army had been supplied." Mr. Chamberlain wanted to know how Mr. Baker could say that, in view of the conditions at the cantonments. Mr. Baker said he was thinking only of the men sent to France. The Senators insisted that his statement was likely to deceive the country and create a false impression that conditions were better than they were. Mr. Baker maintained his position that there was no camouflage about his statement, but that "initial rush needs" plainly referred to France.

Senator Says Nation Gets False Impression

Senator Wadsworth said, "I don't agree with you. The words give the country the impression that the situation is rosy, that everything is fine. Frankly, I think it is. We are in for the greatest crisis the nation has ever known. The artillery programme is not nearly big enough. Men go to France without knowing how to use rifles or artillery and they get there. I don't call that meeting rush needs."

Fuel Famine Will Be Worse, Garfield Warns the Nation; Freight Jam Is Desperate

Edge of Blizzard Hits City; Zero Weather Is Headed East

WASHINGTON, Jan. 11.—A cold wave, equal in severity to that of a week ago, was approaching the East to-night from the West, where below zero temperatures prevail. Lowering temperatures to-morrow will be accompanied by rain and high winds in the Middle Atlantic district, followed by general snow Saturday night or Sunday and increasingly cold weather.

A snow flurry that came at 7 last night had developed by 10 into a heavy and clogged downpour. Swept into miniature drifts at first by a breeze that had risen from light to fresh in the same length of time, the flakes by then had taken hold of the ice-caked streets and sidewalks, and formed a blanket more than an inch in thickness. This was the beginning of the storm. Reports of 8 below at St. Louis, of freezing weather in New Orleans, of unparallelled snowfalls in Texas, gave indication of what might be expected. Yet by so slight a matter as a rise of 3 degrees—scarcely a sufficient rise to make a difference in the feel of the air to the check—there was enough that the city might be saved. Down in the Weather Bureau, in the Whitehall Building, they were watching the temperature tracer anxiously as midnight approached.

Inexorably the "moving finger" wrote on, along a line that wavered minutely, yet never rose nor sank a single full degree. At 8 o'clock its record was 29; at 9 o'clock the same at 19 below; at 11 o'clock the same. That meant snow, and more snow, until the storm had snowed itself out, just as surely as if it had been 19 or 9 degrees. Three degrees up, by the same token, meant the passing of the freezing point. And that meant rain.

So it was small wonder that James H. Kimball, associate meteorologist with Professor Searr in the New York Weather Bureau, spent as much time over the thermometer as he did with the map on which were being traced the curves and courses and quirkings and capriciousness of the storm.

After 11 o'clock the temperature began rapidly to rise. By 1 o'clock it was above freezing. At that hour the edge of the blizzard coming against New York melted on contact and was harmless.

But the danger is not past. The Weather Bureau fears a fall in temperature to-day, turning rain to ice and giving the blizzard its teeth back. On by the members of the Weather Bureau, through the night, its eastern edge had enveloped New York and reached out into the Atlantic, probably half way to Bermuda. In the course of the day the disturbance had travelled north from the Gulf through the Middle West, with a back-lash sweeping over the South Atlantic States and causing storm warnings to be set from Florida to Hatteras. At midnight the storm area, broadly, embraced the whole eastern half of the country.

High winds out of the west, with bitter cold in their wake, are pushing the storm on to New York. As closely as the weather man was able to figure last night, with all sorts of unexpected things happening in the West and South that made accurate forecasting an impossibility, the city lies fairly in the path of greatest danger.

Drastic Rail Embargo Is Put on Eastbound Freight

A. H. Smith Acts With McAdoo to Offset Dangers of Threatened Cold Wave—Few Exceptions Granted—To Be Operative on January 15

By Theodore M. Knappen

Threatened by another storm and cold wave in the wake of which 67,000 carloads of freight above normal are moving eastward, while the westward movement offsets it by a gain of only 10,000 cars over normal, Assistant Director General A. H. Smith, of the conscripted railways of America, reporting the situation to Director General McAdoo yesterday, might have used the words of General Foch, reporting to Marshal Joffre at the Battle of the Marne, "My right wing is beaten, my centre is forced back. I will win with my left."

General Smith's "left" consists of a universal embargo of all domestic carload freight—with certain important exceptions—effective January 15 against the Port of New York, and of a newly-created force to whip shipper and consignee into line for such a conservation of cars as was never dreamed of in America before.

Several exceptions to the embargo against New York will be food for human consumption, newspaper paper, live stock, perishable freight, coal and freight consigned to an officer of the United States government, or to officers of the railroads. No other freight will be permitted to make a start toward New York except upon presentation to the initial railway by the consignor of a permit issued by the newly-created Domestic Division of the Freight Traffic Committee, North Atlantic Ports. This permit must be obtained by the consignee in New York from the Domestic Division.

This means that no shipper of articles not exempt from the embargo can consign carload lots to New York until the domestic division has satisfied itself that the consignee can accept prompt delivery and has issued him a permit, which he in turn forwards to his prospective consignee.

Keep Record of Consignees

Francis Labau, vice-chairman of the freight traffic committee, presided at a meeting of the operating executives of the railways yesterday morning, at which the new plan was explained. The domestic division will consist of all the railways entering New York. H. C. Hamilton, general freight agent of the Lehigh, is permanent chairman. This committee is compiling lists of consignees in New York, together with a record of each one's accustomed clerical or dishonesty in unloading freight. Those with a bad record or with accumulated undelivered cars will have to deal with gentlemen of Missouri antecedents when they come to ask for permits.

Consignees will have to make their applications for permits to the carload consignee to them through the light-rail representative of the delivering road or at the freight station de-

Shortage to Last Sixty Days; Receipts Here Drop as Demands Increase

War Industries Are Threatened

300,000 Brooklyn Pupils Vacate Schools; No Ruling Yet on Curfew Law

Summary

Yesterday's developments in the coal crisis were mainly these: Only half a day's supply of coal was received in New York City. At 7 o'clock p. m. it began to snow, and the Weather Bureau began to pray for a rise of three degrees in temperature to deflect an approaching blizzard.

Dr. H. A. Garfield, National Fuel Administrator, announced at Washington that the worst was yet to come. Relief is not expected within less than sixty days, and meanwhile further curtailment of fuel consumption will be necessary everywhere.

To break the traffic jam in New York terminals the railroads on January 15 will place a general embargo on carload shipments of domestic merchandise brought to New York.

At a meeting of the New York Fire Exchange Fire Chief John Kenon said that the bursting of water pipes had exposed the city to the hazard of an unimaginable conflagration.

The Merchants' Association announced its undertaking to survey New York conditions intensively, to show that this city should have priority coal shipments.

Three-quarters of the public schools of Brooklyn have closed. Brooklyn's plight is worse than Manhattan's.

In New Jersey munitions factories are closing up. There is already a daily wage loss estimated at \$500,000.

No Relief for 60 Days, Says Garfield; War Work Is Being Halted

WASHINGTON, Jan. 11.—Relief from the present fuel famine within sixty days is impossible, according to Dr. H. A. Garfield, Federal Fuel Administrator. In a statement issued to-night he added that the situation might grow much worse during that period.

Plants making munitions of war will not be free from menace of short allowance of fuel, he said, and might be called upon to curtail their allowance. But every effort will be made to distribute the available supply of coal where most needed without partiality to any section, according to the assurances of the administrator.

Part of the 28,000,000 tons shortage of the last year has been made up, Dr. Garfield said, but there still is a large deficiency, and it will be felt chiefly this month and next.

War Plants to Feel Pinch

"Everyone must conserve and curtail the use of coal," he declared. "While war plants and public utilities must be favored among industries, it is likely that they, too, will feel the pinch. It is distressing to be obliged to witness the hardships the people are undergoing. Demands are being made for fuel administration from municipalities, but no locality can be shown preference, and coal will be distributed equitably with no favors shown. The present situation is due almost wholly to railroad congestion."

Voluntary curtailment of the coal requirements of the less essential industries is working well, Dr. Garfield said, and every industry needed to reduce its use of coal has shown a willingness to cooperate. The voluntary plan would work better than an enforced curtailment, because each industry would watch its own members to see that they were carrying out their agreement.

Most of the industries asked to reduce their coal consumption will accomplish it by shutting down entirely for one day each week, as the paper-board makers already have been ordered to do.

Some Plants to Close a Month

Some industries, however, "cannot shut down easily for a day, and these will be asked to cease operations for as long as a month, later on in the year. It was suggested that the glass industry might be one of these. Paper-board plants will shut to-morrow, just as well as to-morrow, for there was a big war in Europe. He had asked for larger appropriations to prepare for war because he saw no chance of getting larger appropriations out of Congress.

(Secretary Baker's testimony in detail—on Page 4.)

WITHIN EASY REACH—IF HE'LL DROP THE OTHER THINGS



obtained from Sweden and the other neutral countries, while considerable in quantity, have not been large, comparatively, as the neutrals themselves are short of supplies.

Battleship Acts As Ice-Breaker

The United States battleship went into action in Chesapeake Bay yesterday with the forces of King Winter. Following a suggestion made by Assistant Director General Smith to Generalissimo McAdoo of the American Railways, which was respectfully submitted to Secretary of the Navy Daniels, there came an order to the commander to smash the Chesapeake Bay ice as if it were a German fleet.

The big fighting ship, with steam at limit pressure, hit the ice irresistibly, and at last accounts was nearing Baltimore, followed closely by tugs and barges conveying 50,000 tons of bituminous coal.

Mrs. William K. Dick Patient in Johns Hopkins

BALTIMORE, Jan. 11.—Mrs. William K. Dick, formerly the wife of Colonel John Jacob Astor, of New York, who perished on the Titanic, is a patient at Johns Hopkins Hospital, under the care of Dr. Lewellyn F. Barker. Mrs. Dick arrived in Baltimore last night with her husband and registered at the Hotel Belvedere. With them was Dr. H. M. Biggs of New York and a trained nurse.

This morning Mr. and Mrs. Dick paid their bill at the Belvedere and said they were going to visit a sick relative at the hospital. Later it developed that Mrs. Dick had entered the hospital herself, as a patient. Her condition is said to be not serious, and she may not have to undergo an operation.

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